

Today's
Advertisements.THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.
FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO,"
Captain Cobban, will be despatched for the
above Port on FRIDAY, the 19th instant, at 5
P.M.This Steamship has Superior Accommodation
for Passengers.For Freight or Passage, apply to
SHPWAN & CO.,
General Managers.
Hongkong, 17th June, 1896. 1891AUSTRIAN LLOYD'S STEAM NAVIGATION
COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID,
SUZ, JEDDAH, SUAKIM, MASSA-
WAH, HODEDDA, ADEN, KURRA-
CHEE, BOMBAY, COLOMBO, PENANG
AND SINGAPORE.

THE Steamship

"GISELA,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are to be landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.

This vessel brings on Cargo—

From Calcutta, ex S.S. "DAPHNE," trans-
shipped at Colombo.From Trieste, ex S.S. "POSEIDON,"
transhipped at Bombay.From Venice, ex S.S. "MASSIMILIANO,"
transhipped at Trieste.Optional Cargo will go on to Shanghai unless
notice to the contrary be given before Noon
TO-MORROW.No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Undersigned before Noon on the
24th instant, or they will not be recognized.No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 24th
instant will be subject to rent.Bills of Lading will be countersigned by
SANDER & Co.,
Agents.

Hongkong, 17th June, 1896. 1898

Intimations.

DAKIN, CRICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.Special terms to HOTELS, CLUBS, MENSES and
other Large Consumers.Any complaints should be addressed to the
Manager.

Hongkong, 17th June, 1896. 1897

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.

PRICE LISTS.

with Full Details, to be had on Application.

PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the Dispensary before being sent out.SHERRY—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.CLARET—Our Claret, including the lowest
priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants
as is generally the case with Cheap Wines.BRANDY—All our Brandy is guaranteed to be
pure Cognac, the difference in price being
merely a question of age and vintage.WHISKY—All our Whisky is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

Intimations.

We only guarantee our WINES and SPIRITS
to be genuine when bought direct from us in
the Colony or from our authorised Agents at the
Coast Ports.A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 10th January, 1896.

BIRTH.

At the Waterworks, Yangtzepoo, Shanghai,
on the 10th instant, the wife of ARTHUR P.
WOOD, of a daughter.

MARRIAGES.

On the 3rd instant, at H.B.M.'s Consulate,
Kobe, Japan, and afterwards at the Union
Church, Kobe, GEORGE AUGUSTUS MATTHEWS,
of Shanghai, to BLANCHE MAUDE, widow of the
late Edward Bois, and youngest daughter of F.
Julian Marshall, Esq., of H.B.M.'s Board of
Works, Shanghai.On the 10th instant, at the German Consulate,
by Dr. O. Stuebel, Consul-General, and after-
wards at Trinity Cathedral, by the Rev. H. C.
Hodges, M.A., FREDERICK SMITH, of Shanghai,
to EUGENIE FRANCES AMALIE, eldest daughter of
Mrs. Stockwell and the late Chas. E. Kofod, of
Shanghai.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 17, 1896.

OUR PATERNAL GOVERNMENT
AGAIN!It has been said more than once in the course
of the contest between the official and unofficial
elements on the Sanitary Board that the worst
offender in the colony against the rules of
sanitary science was the Government itself, and
that little or no progress would be made in the
effective enforcement of these rules until the
Director of Public Works had been summoned
before a Police Magistrate and punished for the
creation and maintenance of insanitary nuisances.
A well-known case in point, referred to by
"BROWNIE" in last Saturday's issue of the *China
Mail*, is that of SASSOON'S corner of the Praya.
It was offensive two years ago. It is equally
offensive now, and the Public Works Depart-
ment, in spite of repeated complaints and
remonstrances, has never done anything to
remedy the nuisance. The smells from the
public sewers in parts of the town where all
private drains have long been constructed on
the separate system are still most annoying, and
there is no honest attempt to improve them.
Perhaps the very worst cases of over-crowding,
want of proper drainage, and filth discovered
during the plague months in 1894, were in
Government buildings. Nothing could surpass
in these respects the basement of the Post Office.
Another sample of Government neglect has
turned up just now. There is a road constructed
some years ago by the P.W.D., leading from
Nowhere to Nowhere. It is to be found, if
sought for, between the Kennedy and Bowen
Roads, and access may be gained to it by
passing behind the buildings occupied by the
Government gardeners in the Garden Road just
above the pumping station. This road is, it
seems, called the South Kennedy Road. There
was a sale of land on it the other day, and a
number of persons interested in the sale found
themselves in that neighbourhood yesterday
evening. On their report we had a look this morn-
ing at the little village occupied by the gardeners.
It presents to the Garden Road the appearance
of a long low brick building pierced by a dozen
windows. On the other side it does not present
quite the same appearance. The front is towards
the hill and there is a row of a dozen doors
instead of windows. There is a narrow lane
along the front, and at the other side, partly
overhanging the ravine, is a row of sheds partly
of wood, partly of bamboo, used for cooking
purposes. The buildings are old, of common
blue brick, and have evidently not been
lime-washed for some time. The floors
in nearly all the houses (for each door represents
a house) are of earth, uneven and unformed.
There are no drains. The street is the bare
earth, unmade in any way, uneven, and badly
drained. In each house resides a family, a man
and his wife and sometimes as many as four
children. The houses are about eight feet by
ten, not more. One house we saw on a
lower terrace, a part of the same
buildings, had eight beds in it, filling the
whole wall space round three sides and leaving
very little more than room to move in the
middle. Under and behind the out-houses
and down in the ravine was all sorts of rubbish,
not much of it offensive, but still decaying
rubbish. At least fifty people—men, women, and
children—live in the village, and if these
buildings had been private property instead of
being the property of our paternal Government
the owner would have been forced long ago
to concrete his floors six inches deep, lay
best pipe drains throughout, to pull down the
bamboo and wood sheds, and dig up and relaid
the filthy soil all round. There was a certain
amount of surface cleanliness about. There
were, when we saw the place, no bad smells,
nothing openly offensive. For a Chinese
village it must have been pronounced clean,
but for a Government building, close to
a public road in the best part of the town,
and under the control of the Public
Works Department—who are so bitterly hostile
to earth floors, no drains, over-crowding, and
all that sort of thing—it is not quite what we
should expect. It may be said that it is coming
down soon. So it is, we believe; but it has been
coming down for the last ten years to our
knowledge, and that is no excuse for allow-
ing or compelling people—men, women, and
children—to sleep on unmade earthen floors and
live in houses unprovided, and over-crowded
while the Department is making up its mind,
and while it is enforcing the law on others
which it refuses to obey itself.

NOTES AND COMMENTS.

We have before us the first part of a work by
Mr. J. DYER HALL, one of the interpreters of the
Supreme Court, entitled "Hakka Made Easy."
It is contained in a handy quarto, paper covered,
of about sixty-three pages, and will, we have no
doubt, be found of considerable value by the
unfortunate whose misdeeds in some former
state of existence have brought upon them the
painful necessity of applying themselves in
their present state to a study of the Chinese
language, and especially to the Hakka
dialect of that language. Mr. HALL's knowledge
of the dialect is considerable, and he has had
much practice in teaching, being the author of
over a dozen books and pamphlets, whose object
is to convey to the white man a knowledge of
some of the many forms of speech of the
yellow race. The book is not a grammar;
merely a collection of easy sentences, carefully
graduated, and formed upon and in connection
with some leading word in common use, as for
example, the words "come," "go," "down,"
"strike." Under the latter word we
find such phrases as "To win," "To
send a telegram," "To go to law," "To
work in silver," in all of which the primary idea
of a blow may be said to be involved. "To work
in gold is to strike or hammer gold. To win is
to strike luck. To send a telegram is, we
presume, to strike the wires or the keys of the
instrument. To go to law is to knock at the
doors of the Yamen. From words, and short
phrases built on these words, Mr. HALL proceeds
to longer sentences and more complicated
constructions, and adds a few useful, reading
lessons at the end. By way of introduc-
tion to the volume and to the subject of
which it treats, there is a short sketch of the
Hakkas—literally "the strangers"—who are
supposed to have been originally a northern
tribe from Shantung and its neighbourhood,
who, in course of ages, have been driven from
their first habitat and scattered throughout
South China, mainly in the hilly districts of
Fokien, in Formosa, in Kwangtung, and in
Kwangsi. Mr. HALL does not tell us in
what they differed from the other
inhabitants of China so as to constitute a
race apart; why they were so fiercely
persecuted as they have been, and what is the
strong connecting link that has kept them
together during so many centuries. The fact
remains that they are in many ways distinct
and distinguishable from the other
Chinese among whom they find themselves, and
that their language, although we should think
it likely to die out now at a comparatively early
date, is still an object of separate study
and of special interest. Mr. HALL estimates
their numbers at about four millions in the
Canton province, and reminds us that the
Hakka women in the colony are easily dis-
tinguishable by the curled hat and the hair
coming out at the top through a circular aperture
in that hat. We have all met them in the early
morning during the training season. The
stone-cutters in the colony and a large section of
the boat population are Hakkas. We are sorry
to say that Mr. HALL'S English does not commend
itself to us. It is in places very slipshod and
one might be inclined to say, very un-English.
Probably his devotion to the Chinese language
has affected his knowledge of his own language
and given it a sort of local colour.We have very much pleasure in acknow-
ledging receipt of the first number of the first
volume of a new French weekly paper published
in Shanghai and called *Le Courrier de Chine*.
The Manager is Mr. A. CUNNINGHAM, late of the
Shanghai Mercury, and the Editor is R. de
CASTILLA. It is a ten-page paper, demy size, or
thereabouts, and clearly and well printed on a
fair sample of paper. Six of the ten pages are
devoted to news matter, and four to advertise-
ments, with every probability, we should think,
of the advertisements more than doubling them-
selves at an early date. It is intended to serve
as a medium for the expression of French opinion
in China on Chinese affairs, and to defend
French interests throughout the East. It declares
its columns open to all who desire to discuss
publicly, calmly, without prejudice or passion,
the many interesting and important questions
affecting Frenchmen and French interests that
are daily presenting themselves in this new era
in the history of European relationships with
China. There is undoubtedly room for such a
paper in China, and if it will discuss all pending
questions calmly and dispassionately from the
French point of view, and help us to see our-
selves as others see us, it will do good and meet
with a hearty welcome. We give the new
journal a hearty welcome, but we foresee many
contentions between ourselves and our new con-
tributors. There are many points on which we
shall certainly not agree. Nevertheless, we
hope to remain friends. In his introductory
address to the circle of his readers present and
to come, *Le Courrier* admits that French efforts
in China up to and including the Convention of
1886 were not rewarded by adequate results.
He claims that the recent Convention between
the Government of the Republic and the Court
at Peking has been a great victory, and has
opened for Frenchmen an immense future in
China, and that his competitors are crowding
out to the East to take advantage of this
opening so happily inaugurated by the acqui-
sition of "concessions" everywhere. These
concessions, and this increased population require
newspapers, and the *Courrier* presents itself to
fill, at least in part, the void. It promises to
discuss all matters controversially and in a spirit of
perfect impartiality, and in everything an
endeavour to facilitate the solution of all dif-
ficulties pleasantly and peacefully. Its pen will
neither be dipped in poison, nor in milk, but in
good, clear, unadulterated ink. *Adieu!*The first number of *Le Courrier* has an
article on "Russia at Chosen," *apropos* the
question of the disputed Korean rights, and it
describes our English expenditure of opinion on
the subject as being in the Shakespearean phrase,
"much ado about nothing." There is an articleentitled "Le Cant de Combat," in which our new
friend rushes in to pick up the glove thrown down
by the *Shanghai Mercury* in a leader dealing
with the support given by France to Russia in
China at the present time—a very large subject,
and one which the *Mercury* certainly does not
treat with any great degree of knowledge or tact.
It is an untrue in fact as it is discourteous in
spirit. It is a notice of the coronation of the Tsar, a
sympathetic reference to the death of Monsieur
Loungey, a mass of local intelligence, and the
feuilleton without which a French paper could
not appear. Again we congratulate the Manager,
Editor, and Staff of *Le Courrier* on a very
successful debut, and, tendering the right hand
of fellowship, wish them every success.

TELEGRAMS.

REUTER'S MESSAGES.

LI HUNG-CHANG IN GERMANY.

LONDON, June 15th.

Li Hung-chang, in handing his credentials to
the Emperor William, said that the relations
between China and Germany were more con-
spicuously friendly than China's relations with
any other Treaty Power. He thanked Germany
for her powerful assistance in last year's negotia-
tions for the retrocession of the Liaoting
peninsula.The Emperor in replying said that he hoped
for the still further development of friendship
between China and Germany for the welfare of
both. He desired Li Hung-chang to thank the
Emperor of China for sending the mission to
Germany.GERMAN HONOURS FOR LI HUNG-
CHANG.The Grand Cross of the Red Eagle has been
conferred on Li Hung-chang.

THE JAMESON TRIAL.

Dr. Jameson, Sir John Willoughby, the Hon.
Frederick and Robert White, the Hon. C.
Conventry, and Mr. Grey have been committed
for trial, and the rest have been discharged.THE CURRENCY QUESTION IN THE
UNITED STATES.The delegates of the New England States and
New York, Pennsylvania, Maryland, Minnesota,
New Jersey, Washington, Tennessee, Illinois,
and Wisconsin, at the Republican Convention
at St. Louis have resolved to maintain the gold
standard and oppose free coinage of silver,
unless an international agreement should
advocate bimetalism.

FIELD MARSHAL YAMAGATA.

Prince Hohenlohe has paid a prolonged visit
to Field Marshal Yamagata, who is now in Berlin.(From *Le Courrier de Saigon*.)

OBITUARY.

PARIS, June 8th.

M. Jules Simon, the eminent author and
statesman, is dead.

SHOCKING BOMB OUTRAGE!

PARIS, June 8th.

A bomb exploded yesterday, at Barcelona,
at a point where the procession in connection
with the Fete-Dieu was passing. Eight persons
were killed and thirty wounded.

SAIGON.

PARIS, June 8th.

A decree embodying new regulations for the
port of Saigon will shortly be signed.

LOCAL AND GENERAL.

H.M.S. *storkship Humbler* left here this morning
for Singapore.A MEETING of the Sanitary Board will be held
to-morrow at 4.15 p.m.THERE were five cases of plague to-day—one in
the harbour and four in Kowloon. For the first
time since the outbreak no cases were reported
in the city.A MALAY lately "ran amok" in a village near
Singapore, killing his wife, setting fire to his
house, and then attempting suicide. He was
arrested by the Police and sent to the Hospital.
The fire spread and burnt down two-thirds of the
houses in the village.The shareholders of Colombo have taken
common action to place their business on a
proper footing, at the date of last advice. It
was, says the *Strait Times*, decided to form a
Brokers' Association, and to issue an official
price-list on Tuesday and Friday in each week.A GOOD TEMPLAR's funeral, attended by a large
number of members of the Order in regalia, has
been solemnized in the Fair East, and that is
why one that recently took place in Penang
attracted considerable attention. It is reported
in the *Penang Gazette*, which states that Mr.
Watkins, Chief Usher of the Singapore Police
Court was recently buried in this manner at
Penang, owing to the fact of his being a
staunch member of the Independent Order of
Good Templars.A SCHEME has been drawn up by a number of
Chinese capitalists to provide the recently
opened treaty port of Soochow with electric
light. The promoters express confidence in their
ability to make the business pay if allowed to
levy a tax of one *shen* per house per night, in
the city, while, providing a good many well-
to-do merchants, tradespeople and foreign
residents patronize the Company, it will be
possible to net handsome profits if the charge
for incandescent lights is fixed at 20 cash a
night.

MEMORANDA.

TO-MORROW—18th June.

10 a.m.—Criminal Sessions.

10.30 a.m.—English Mail closes.

Noon.—*Raffles* sails for London.3.30 p.m.—Auction of ladies' dressy goods, &c.,
at the Hongkong Trading Co.'s premises,
by Mr. G. F. Lamont.

4.15 p.m.—Meeting of the Sanitary Board.

SATURDAY—20th June.

Noon.—Meeting of shareholders of the Hong-
kong Electric Co., Ltd., at the Company's
office, No. 22, Queen's Road.5.30 p.m.—By kind permission of Major Rattray
and Officers, the Band of the Hongkong
Regiment will play in the Public Gardens.It is reported that the second engineer of the
French steamer *Hongkong*, which towed the
steamer *Atchu* here from Hothow, is missing. He
was seen in his cabin at 1 o'clock this morning,
after the ship had anchored, but at 5 o'clock
could not be found.JUNG LU, the newly appointed Assistant Grand
Secretary and President of the Board of War, has
been sent by the Emperor on a secret mission to
Tientsin, and there is much speculation in
Peking and Tientsin as to the object of his mis-
sion. Three years ago Jung Lu was only a
Manchu Brigade General. At the outbreak of
the war between China and Japan, he had
just been appointed Resident in one of the
Mongolian Leagues, and at the audience which
he had on his appointment he pleased the
Emperor so much by his intelligence that his
appointment was cancelled and he was retained
in Peking as a Court Minister. His rise in rank
has, says the *N. C. Daily News*, been as rapid
and unusual as that of Kang Yi, ex-Governor of
Kwangtung.The offensive, anti-foreign Prefect of Kirin, as
we reported in this journal on the 12th instant,
has, according to the Munkden correspondent of
the *Shanghai Mercury*, been shipped of both
honor and rank, and has been replaced at Kirin
by a Manchu named Yang. Great credit is
said to be due to Mr. Hoste, the British Consul
at Newchwang, who in the depth of the Man-
churian winter gladly undertook the arduous
journey of almost 1,200 li to Kirin to demand,
first, compliance with the Tsungli Yamen's
orders in reference to the purchase of a hospital
site, and, secondly, the degradation of the
Prefect. It will be remembered that the Prefect
questioned the instructions issued by the
Tsungli Yamen, treated Dr. Greig in a grossly
offensive manner, and brutally bamboozled the
natives who sold ground to him.SHANGHAI exchanges received by the *Rohilla* last
night contain lengthy reports of the foundering
of the dredger *Anding* at Shanghai, after break-
ing away from her moorings, getting foul of H.M.S.
Daphne and ultimately coming broadside on to
the stern of H.M.S. *Archer*, as reported in these
columns a few hours after the unfortunate
affair occurred. Captain Roberts, the well-
known diver, was the owner of *Anding*, which
he has twice raised from the bottom of the
muddy Whampoa, and much sympathy is
expressed for him in the northern papers, for he
all goes well for a few hours longer he would
have had his awkward craft in dock undergoing
repairs. No lives were lost, but Capt. Roberts,
who went down with the dredger, was a good
many hours in the water before he was picked
up.The Peak coolie-house case reached an acute
stage yesterday. Last Wednesday a writ of
ejectment against the occupant was served,
and on Monday the bailiff of the Supreme
Court forcibly ejected the tenants and
nearly all the place. Yesterday, upon the
owner going to put his new tenant in possession,
he found that the place had been forcibly
entered and that the old tenants were again in
possession. The assistance of the police was
called and twenty-three coolies were arrested.
Later the recalcitrant tenants were arrested.
On being brought before Captain Hastings this
morning, the facts of the case were proved, and
the head coolie admitted breaking into the house
and telling the coolies to go in. After Mr. Grist,
the solicitor for the rightful owners, had explained
the case, the coolies were fined \$5, with the
option of two weeks' "hard," and the two men,
the ejected tenants, were fined \$25 each, or three
months' imprisonment.The next Gymkhana Meeting will be held on
Saturday, the 4th July, and the programme
thereof will be as follows:—

I.—HALF MILE HANDICAP.

II.—POLO PONY HANDICAP from the 1st Post in.

III.—STEEPLECHASE HANDICAP, the course to be
selected by the Committee. At least 5 starters
or no race.IV.—LADIES' NOMINATION, the Nominees to hit
a polo ball round two posts and in between the
goal post.V.—A FREE HANDICAP, for all China ponies;
N.B. Any pony not entered in previous
Gymkhana in 1896 will be handicapped if the
owner notifies name, height and per-
formance, if any, to the Hon. Sec. at Club by
a p.m. of the 2nd instant. The handicap for
this event will be published on the 2nd
instant, acceptances to be declared by noon of
the 27th instant accompanied by a fee of 3
dollars; distance 6 furlongs; first prize \$50;
second \$25, third \$10.Entries for the other events to close on the
27th instant, at noon.W. O'CONNOR,
Hon. Sec.At the annual meeting of the China Branch of
the Royal Asiatic Society on the 10th instant
the following officers were elected for the ensuing
year:—President, Mr. P. G. von Mollendorff;
Vice-President, the Rev. Dr. Edkins and Mr.
J. Scott; Hon. Secretary, the Rev. E. T.
Williams; Hon. Treasurer, Mr. T. Brown;
Hon. Librarian, Mr. J. van Hass; Hon. Curator,
Mr. F. A. de St. Croix; Council, Mr.
A. Botta, Mr. T. W. Kingsmill, the Rev. Dr.
Faber, and Dr. A. Forke. During the evening
the Rev. Dr. Edkins read a paper on "The
Chinese coins and small porcelain bottles found
in Egypt," by M. N. Roudot, now of Lyons,
and for many years a resident of China. The
writer came to the conclusion that all the
bottles and coins were of comparatively
recent date, none being earlier
perhaps than the 8th century, A.D. Many
of the bottles were decorated with varnished
figures of the "T'ang" dynasty, who lived between
the 6th and 9th centuries, A.D. The second
paper, by Mr. Bullock, H.B.M.'s Consul, Choo,
was read by Mr. Thos. Brown, and was an
interesting review of Mr. W. W. Rockhill's
book, *A Journey through Mongolia and Tibet*.

THE PEKING-CANTON RAILWAY.

In our issue of the 10th instant we published
a special telegram from Shanghai reporting that
a Cantonese syndicate had obtained a concession
from the Chinese Government for the construc-
tion of a railway to connect Canton with Peking.
We have now received copies of the *Shanghai
Mercury* containing the following information
bearing on this interesting subject:—

SHANGHAI, June 15th.

We have information from Peking that the
concession to Hon. Mr. Ho Kai and the Can-
tonese Syndicate for the construction of a line
of railway from Linchiao-shan at Peking to
Canton has been now completed. The cost of
the line is estimated at forty million taels, and
the guarantee payment of ten millions has
already been made over to the Government at
Peking by those interested. We hear the money
was found by an English Syndicate.

SHANGHAI, June 12th.

We are given to understand that the guarantee
money for the building of the Peking-Canton
Railway, which we mentioned in our last issue,
has not been actually paid over to the officials,
but has been deposited. The Hon. Dr. Ho Kai
does not care to hand the money over till an
Imperial Decree regarding the same has been
issued.

ARRIVAL OF THE "ACTIV."

The Danish steamer *Atchu*, 416 tons, which
stranded on a reef off Sad Point, Hailan
Strait, on the 7th April, was towed into the
harbour by Messrs Marty & Co.'s steamer
Hongkong (Captain Bastian) at 11 o'clock last
night.The *Atchu* is in charge of Captain McIsaac,
who was recently sent down to take command
of her. She is now in the hands of the Dock
Company, and will be docked to-morrow morning,
when it will be possible to ascertain the extent
of the damage done. After thorough examina-
tion her present owner will of course be in a
position to decide whether it will pay him best
to break her up or go in for extensive repairs and
refitting. If she is fit to be repaired she is likely
to remain for some time in the hands of the
Dock Co.'s experts, who will, no doubt, in due
course turn her out, as they have so many jobs
of a similar kind, so fast and seaworthy as the
day she was launched at Dornbirn in 1880.Mr. Jack, Superintendent of the Shipbuilding
yards of the Compagnie de Navigation Tonkin-
aise at Halphong, who has been several weeks
at work on the *Atchu*, arrived here, accompanied
by Mrs. Jack and their two children, by the
Hongkong. He is to be congratulated upon the
complete success which has attended his efforts
to extricate the *Atchu* from a dangerous position,
and it must have given him no little pleasure
to enter port last night (having made the run up
from Sad Point at the rate of 7 knots per hour)
with his, or rather Mr. Marty's, prize in tow and
see her safely handed over to the Dock Com-
pany.News was received here by Messrs Marty &
Co. on the 26th ultimo (as reported in these
columns at the time) that the Danish steamer
Atchu, which went ashore at Sad Point,
some 20 miles from Hothow, on the 7th
April, while on a voyage from Pakhol to
Hothow, had been floated off the rocks. It
will be remembered that the ship was aban-
doned by the owners as being in too bad a
position to be saved, and the wreck was put up
for auction and knocked down to Mr. A. R.
Marty for \$1,500. The new owner at once placed
the job in the hands of Mr. W. C. Jack, engineer-
in-chief of the shipbuilding works of the Com-
pagnie de Navigation Tonkinoise at Halphong.
This gentleman began work by shoring up
the bulkheads, and with the aid of two large
cargo-boats from Hongkong and powerful pumps
the wreck was soon in a condition to be hauled
off at high tide. But it was not until the 25th
ultimo, upon the arrival of the company's steamer
Hongkong, that she was floated. Then, by means
of a tug which was at the scene, the *Atchu* was
towed to a sandy beach inside the point, and
there beached at high water.

A SHANGHAI LIBEL CASE.

(Before Sir N. J. Hannan, Chief Justice.)

Auctions.

PUBLIC AUCTION.
THIRD CLEARANCE SALE OF THE HONGKONG TRADING CO.
 THE Undersigned has received instructions to Sell by **PUBLIC AUCTION** TO-MORROW (THURSDAY), the 18th June, 1896, commencing at 2.30 P.M., at the HONGKONG TRADING CO.'S PREMISES, THE REMAINING STOCK-IN-TRADE OF LADIES' DRAPERY GOODS, &c., comprising:—
 WOOLLEN DRESS MATERIALS, PRINTS, LAWNS, EVENING DRESS GOODS, LACE, RIBBONS, COLLARS, and SETS, SUNSHADES, FANS, SILK SASHES, TRIMMINGS, FLOWERS, FEATHERS, DRESS ORNAMENTS, HOSIERY, BOOTS, SHOES, HATS, HABERDASHERY, &c., &c.
 Catalogues issued prior to Sale. On View from WEDNESDAY, the 17th June. **TERMS OF SALE:**—Cash on delivery.
GEORGE LAMBERT, Auctioneer.
 Hongkong, 17th June, 1896. 1907

To be Let.

TO LET.
LARGE GODOWN on KOWLOON PRAYA, suitable for the storage of GENERAL CARGO or COAL. Apply to:
LINSTEAD & DAVIS.
 Hongkong, 17th June, 1896. 1916

TO LET.
DWELLING HOUSES—
 HOUSES IN RIVON TERRACE, FIRST FLOOR, No. 4, BLUE BUILDINGS.
 No. 2, MACDAREN TERRACE—MAGAZINE GAP.
 "TULLA RY" (BUNGALOW)—MAGAZINE GAP.
 TOP FLOOR of No. 1, BLUE BUILDINGS—Furnished or Unfurnished. Apply to:
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
 Hongkong, 17th June, 1896. 1917

TO LET.
FIVE-ROOMED BUNGALOW "RHEDA," BONHAM ROAD. Apply to:
CHINA MERCHANTS' S. N. Co., No. 22, Praya West.
 Hongkong, 8th June, 1896. 1944

TO LET.
NO. 3, STEWART TERRACE. Apply to:
J. W. NOBLE.
 Hongkong, 17th June, 1896. 1977

Shipping.

STEAMERS.
OCEAN STEAMSHIP COMPANY.
 FOR LONDON, VIA SUEZ CANAL.
 THE Company's Steamship

"TEUCER."
 Captain Riler, will be despatched as above TO-MORROW, the 18th instant, at Daylight. For Freight or Passage, apply to:
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 17th June, 1896. 1924

CHINA NAVIGATION COMPANY, LIMITED.
 FOR SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.
 THE Steamship

"HUPEH."
 Captain Quail, will be despatched TO-MORROW, the 18th instant, at 2 P.M. For Freight or Passage, apply to:
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 17th June, 1896. 1915

CHINA NAVIGATION COMPANY, LIMITED.
 FOR SHANGHAI.
 THE Steamship

"TAIWAN."
 Captain Benson, will be despatched TO-MORROW, the 18th instant, at 3 P.M. For Freight or Passage, apply to:
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 17th June, 1896. 1989

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 (UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).
 STEAM TO SHANGHAI AND KOBE.
 THE Company's Steamship

"GISELA."
 Captain Grison, will leave for the above places TO-MORROW, the 18th instant. For Freight or Passage, apply to:
SANDER & Co., Agents.
 Hongkong, 17th June, 1896. 1968

THE Steamship
 Captain J. G. Spence, will be despatched for the above Ports on SATURDAY, the 20th instant, at 3 P.M.
 For Freight or Passage, apply to:
DAVID SASSON, SONS & Co., Agents.
 Hongkong, 17th June, 1896. 1990

FOR PENANG AND SINGAPORE.
 THE Steamship
 Captain Diederichsen, is expected to arrive here on THURSDAY, the 18th instant, and will leave for the above Ports (proceeding direct to PENANG and calling at SINGAPORE on the return voyage to HONGKONG) on or about SATURDAY, the 20th instant.
 For Freight or Passage, apply to:
FOOK CHONG AH YON & Co., 44, Praya Central.
 Hongkong, 17th June, 1896. 1982

"GLINGARRY."
 Captain Ferguson, will be despatched as above on MONDAY, the 24th instant, at 4 P.M. Instead of as previously advertised.
 For Freight or Passage, apply to:
JARDINE, MATHESON & Co., Agents.
 Hongkong, 17th June, 1896. 1919

Intimations.

FOR CONNOISSEURS.

GLEN WHISKY.

CHAMPAGNE BITTERS.
BOVRIL WINE BOVRIL.
 From WATKINS & CO., APOTHECARIES' HALL.

SETTING UP OF DISTILLERIES
 Rice—Corn—Sugar-cane, etc.
 PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS
 SETTING UP OF
 Liquors Factories—Preserves Factories
 Laboratories of Druggists—Essences Factories
STEAM KITCHENS
 ECROT & GRANGE, rue Mathis, PARIS
 Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or in old age. Whenever food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

Shipping.

STEAMERS.
"BEN" LINE OF STEAMERS.
 FOR SHANGHAI.
 THE Steamship

"BENLAVERS."
 Captain Webster, will be despatched as above on FRIDAY, the 19th instant, at Noon. For Freight or Passage, apply to:
GIBB, LIVINGSTON & Co., Agents.
 Hongkong, 17th June, 1896. 1985

CHINA NAVIGATION COMPANY, LIMITED.
 FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
 THE Steamship

"WHAMPOA."
 Captain Newcomb, will be despatched on FRIDAY, the 19th instant, at 3 P.M. For Freight or Passage, apply to:
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 8th June, 1896. 1949

CHINA NAVIGATION COMPANY, LIMITED.
 FOR TIENTSIN.
 THE Steamship

"NANCHANG."
 Captain Finlayson, will be despatched on MONDAY, the 22nd instant. For Freight or Passage, apply to:
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 17th June, 1896. 1989

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR KOBE.
 THE Steamship

"AUSTRALIAN."
 Captain Helms, will be despatched as above on TUESDAY, the 23rd instant, at Noon. For Freight or Passage, apply to:
GIBB, LIVINGSTON & Co., Agents.
 Hongkong, 17th June, 1896. 1984

"SHIRE" LINE OF STEAMERS.
 FOR HAMBURG AND LONDON.
 THE Steamship

"CARMARTHENSHIRE."
 Captain Stace, will be despatched for the above Ports on or about the 27th instant. For Freight or Passage, apply to:
DODWELL, CARLILL & Co., Agents.
 Hongkong, 8th June, 1896. 1900

"MELBURN" LINE OF STEAMERS.
 FOR NEW YORK, VIA SUEZ CANAL.
 THE Steamship

"HANKOW."
 Captain Ott, will be despatched for the above Ports on SATURDAY, the 27th instant, at Noon. For Freight or Passage, apply to:
DODWELL, CARLILL & Co., Agents.
 Hongkong, 17th June, 1896. 1919

JAVA, CHINA, JAPAN LINE OF STEAMERS.
 UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS (Subject to Alterations).
 JAWA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAWA.
 FROM HONGKONG.
 S.S. Germania to JAWA, 1 July.
 S.S. Federatia to JAWA, 1 July.
 S.S. Carthago to JAWA, 1 July.
 S.S. Carthago to JAPAN, 1 July.
 S.S. Germania to JAPAN, 1 July.
 S.S. Federatia to JAPAN, 1 July.
 S.S. Carthago to JAPAN, 1 July.
 General Agents for China & Japan: LAUREN WEGENER & Co., Hongkong, 17th June, 1896.

Shipping.

STEAMERS.
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
 FOR LONDON.
 VIA STRAITS AND USUAL PORTS OF CALL.
 (Taking transhipment Cares for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)
 (At Reduced Rates)
 THE Company's Steamship

"MOYUNE."
 C. H. Kemp, Commander, will be despatched as above on SATURDAY, the 20th instant, at 3 P.M. For Freight, &c., apply to:
HOLLIDAY, WISE & Co., Agents.
 Hongkong, 17th June, 1896. 1924

OCEAN STEAMSHIP COMPANY.
 FOR LONDON, VIA SUEZ CANAL.
 THE Company's Steamship

"HECTOR."
 Captain Barr, will be despatched as above on WEDNESDAY, the 24th instant. For Freight or Passage, apply to:
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 9th June, 1896. 1956

CHINA NAVIGATION COMPANY, LIMITED.
 FOR MELBOURNE.
 THE Steamship

"TSINAN."
 G. Ramsay, Commander, will be despatched on TUESDAY, the 30th instant. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber carries the supply of Fresh Provisions during the entire voyage.
 A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.
 For Passage, apply to:
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 16th June, 1896. 1991

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
 STEAM FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.
 THE Chartered Steamer

"BALMORAL."
 Captain McRitchie, will be despatched for the above Ports on or about the 7th July. For Freight, apply to:
NIPPON YUSEN KAISHA.
 Hongkong, 17th June, 1896. 1965

SAILING VESSELS.
 FOR NEW YORK.
 THE "100 A.I." American Iron Ship

"T. F. OAKES."
 E. W. Reed, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to:
CARLOWITZ & Co., Agents.
 Hongkong, and May, 1896. 1973

FOR NEW YORK.
 THE "3/3 L.I." American Ship

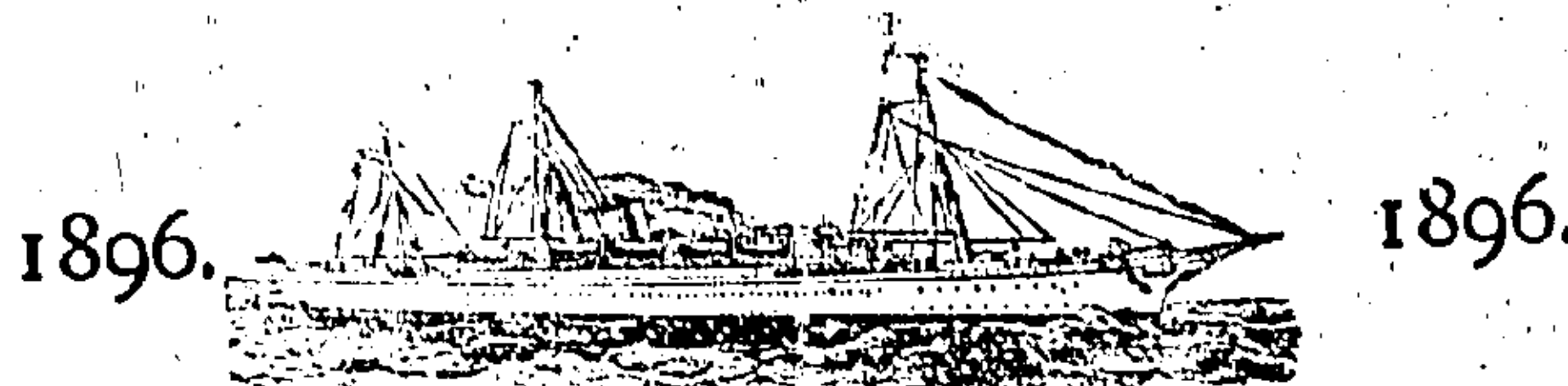
"LUCILE."
 Ballard, Master, will load here for the above Port, and will have quick despatch. For Freight, &c., apply to:
CARLOWITZ & Co., Agents.
 Hongkong, 2nd May, 1896. 1975

FOR SAN FRANCISCO.
 THE "100 A.I." British Ship

"BOGOTA."
 Holde, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to:
SHEWAN & Co., Agents.
 Hongkong, 17th May, 1896. 1911

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1896. SAFETY. SPEED. PUNCTUALITY.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
 Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPEROR OF INDIA...Comdr. H. Pybus, R.N.R. WEDNESDAY, 1st July.
EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R. WEDNESDAY, 22nd July.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 12th August.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
 Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
 SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, &c.
 The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.
 THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to:
D. E. BROWN, General Agent, Pedder's Street.
 Hongkong, 10th June, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.
 TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.
 VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.
 VIA INLAND SEA OF JAPAN AND HONOLULU.
 PROPOSED SAILINGS FROM HONGKONG.
 "Belgic" (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th July, at Noon.
 "Coptic" (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st July, at Noon.
 "Gaulle" (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th August, at Noon.
 THE Company's Steamship

"BELGIC."
 will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 4th July, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.
 Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
 Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION, PACIFIC DENVER, and GRAND, and NORTHERN PACIFIC RAILWAYS, and the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.
 Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION, PACIFIC DENVER, and GRAND, and NORTHERN PACIFIC RAILWAYS, and the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.
 Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.
 Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.
 All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
 For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
 Hongkong, 16th June, 1896.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
 VIA INLAND SEA OF JAPAN AND HONOLULU.
 PROPOSED SAILINGS FROM HONGKONG.
 "Citic" (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 25th June, at Noon.
 "Peru" (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Sunday, 12th July, at Daylight.
 "City of Rio de Janeiro" (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 29th July, at Noon.
 THE U. S. Mail Steamship

"CHINA."
 will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 25th June, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.
 Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
 Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION, PACIFIC DENVER, and GRAND, and NORTHERN PACIFIC RAILWAYS, and the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.
 Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION, PACIFIC DENVER, and GRAND, and NORTHERN PACIFIC RAILWAYS, and the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.
 Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.
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 For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
 Hongkong, 16th June, 1896.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
 PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.
 SOLE AGENTS FOR HARTMANN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DADLER'S PATENT MOTOR LAUNCHES, &c., &c.
 Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
 EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
 AT REASONABLE PRICES.
 Hongkong, 16th May, 1896.

NOTICE.
 THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
J. L. J. FLUID
 THE BEST DISINFECTANT.
 AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings.
 Hongkong, 16th March, 1896.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)
 Tacoma 2,549 | Tuesday ... | June 23.
 Victoria 3,167 | Saturday ... | July 11.
 Olympia 3,608 | Wednesday | July 29.
 Brynmor 3,601 | Sunday ... | Aug. 16.
 Tacoma 2,549 | Thursday ... | Sept. 2.
 Victoria 3,167 | Monday ... | Sept. 15.

THE Steamship
 Captain T. A. Whitely, R.N.R., sailing at Noon, on TUESDAY, the 23rd June, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.
 Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canada and United States Ports.
 Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, North-west Pacific Railroad, Tacoma, Wash.
 Parcels must be sent to our Office (with address marked in full) by 1 P.M. on the day previous to sailing.
 For further information as to Passage or Freight, apply to:
DODWELL, CARLILL & Co., General Agents.
 Hongkong, 6th June, 1896.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)
 Tacoma 2,549 | Tuesday ... | June 23.
 Victoria 3,167 | Saturday ... | July 11.
 Olympia 3,608 | Wednesday | July 29.
 Brynmor 3,601 | Sunday ... | Aug. 16.
 Tacoma 2,549 | Thursday ... | Sept. 2.
 Victoria 3,167 | Monday ... | Sept. 15.

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DODWELL, CARLILL & Co., General Agents.
 Hongkong, 6th June, 1896.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)
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 Victoria 3,167 | Saturday ... | July 11.
 Olympia 3,608 | Wednesday | July 29.
 Brynmor 3,601 | Sunday ... | Aug. 16.
 Tacoma 2,549 | Thursday ... | Sept. 2.
 Victoria 3,167 | Monday ... | Sept. 15.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
 "ROSETTA."
 Captain G. K. Wright, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 18th June, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. "Thames", leaving that port on the 19th July for London direct. Silk and Valuable Goods (under arrangement) will be shipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further Particulars apply to:
H. A. RITCHIE, Superintendent.
 Hongkong, 17th June, 1896. 1931

NORDEUTSCHER LLOYD.
NOTICE.
 STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
 PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)
 Prins Heinrich Tuesday ... | 23rd June.
 Prinsessen Tuesday ... | 21st July.
 Sachsen Tuesday ... | 18th August.
 Bayern Tuesday ... | 15th Sept.
 Prins Heinrich Tuesday ... | 13th Oct.
 Prinsessen Tuesday ... | 10th Nov.

ON TUESDAY, the 23rd day of June, 1896, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Caspers, with PASSENGERS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.
 Shipping Orders will be granted till Noon on SATURDAY, the 20th June. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 22nd June, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 22nd June. Contents of Packages are required. No Parcel Receipts will be signed for less than 25.10 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
 Linen can be washed on board.
 For further Particulars, apply to:
MELCHERS & Co., Agents.
 Hongkong, 30th May, 1896. 1875

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.
 VIA INLAND SEA OF JAPAN.
 THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST, and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.
 HONGKONG TO LONDON \$400.
 Excellent accommodation. First class Table. Doctor and Stewardess carried.
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 The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers at Europe may proceed by one of the first class ATLANTIC MAIL LINES.
 HONGKONG TO TACOMA \$225.
 Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)
 Tacoma 2,549 | Tuesday ... | June 23.
 Victoria 3,167 | Saturday ... | July 11.
 Olympia 3,608 | Wednesday | July 29.
 Brynmor 3,601 | Sunday ... | Aug. 16.
 Tacoma 2,549 | Thursday ... | Sept. 2.
 Victoria 3,167 | Monday ... | Sept. 15.

THE Steamship
 Captain T. A. Whitely, R.N.R., sailing at Noon, on TUESDAY, the 23rd June, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.
 Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canada and United States Ports.
 Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, North-west Pacific Railroad, Tacoma, Wash.
 Parcels must be sent to our Office (with address marked in full) by 1 P.M. on the day previous to sailing.
 For further information as to Passage or Freight, apply to:
DODWELL, CARLILL & Co., General Agents.
 Hongkong, 6th June, 1896.

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